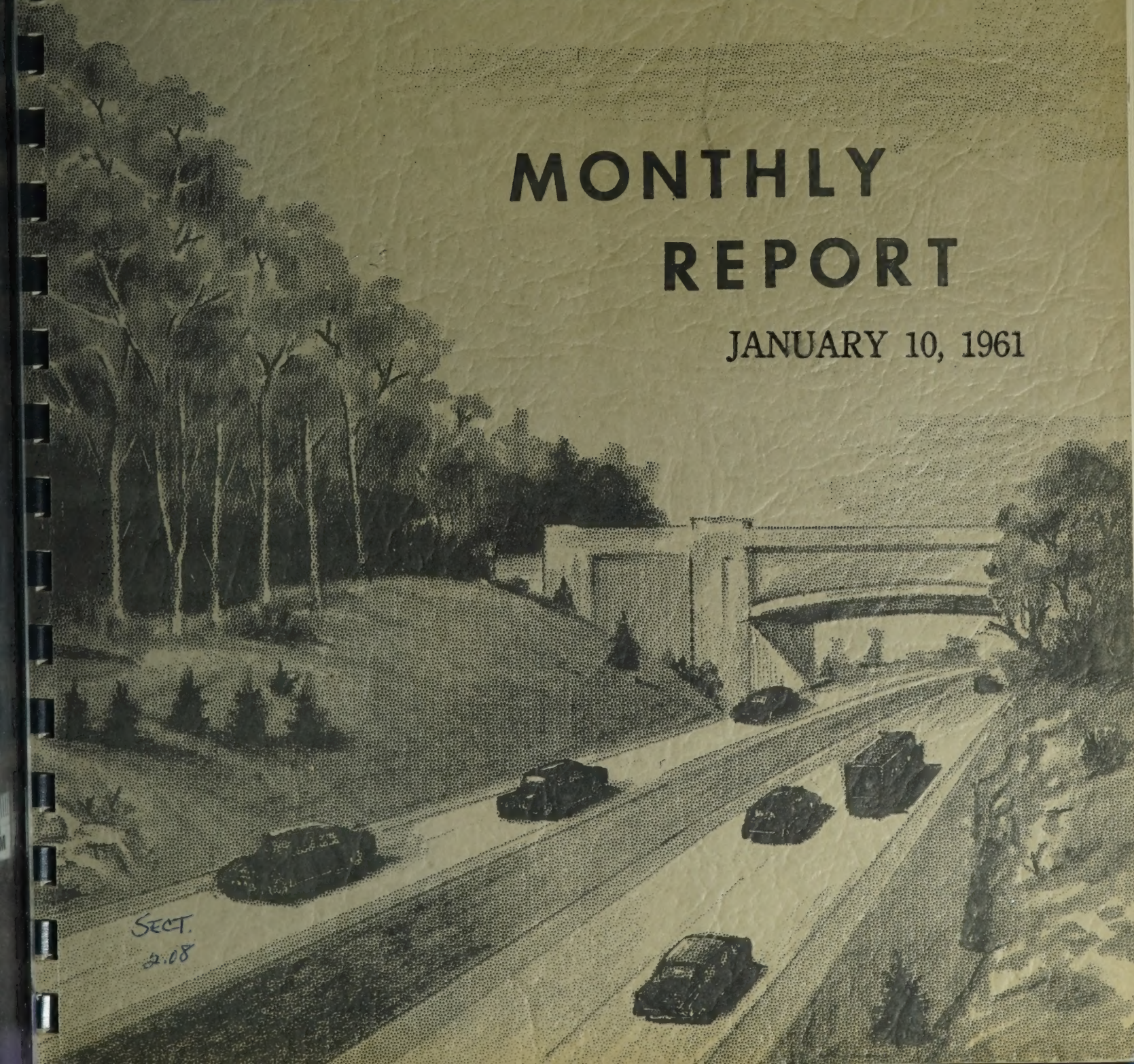


STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

JANUARY 10, 1961



SECT.
2.08

CHILDREN'S CHRISTMAS PARTY

Approximately 300 children were on hand December 21 to welcome Santa Claus at the seventh annual Children's Christmas Party that was held in the Department's main office building cafeteria. A photograph included in this report shows the enthusiasm and excitement that was generated by Santa's arrival.

In addition to being presented with candy and fruit-filled stockings, the children were presented with balloons and entertained by an all-star puppet review that included the "David Saville Chipmunks", Alvin, Simon and Theodore.

The event, now an institution of the Department, has been personally sponsored by the Commissioner each year since he took over management of the Department in 1954.

PLANT SECURITY

In order to increase the efficiency and effectiveness of our Plant Security Program, the Department has instituted a training program for security personnel in cooperation with the Division of State Police.

The program is aimed at affording the eleven members of our security force in the proper procedures of handling emergency situations that may develop on the grounds or roadways, properly directing traffic, meeting people, and in the proper general

NJ
HE
356
N5
N4
Jan
1961

PLANT SECURITY, cont'd.

demeanor of a good plant security officer and representative of the Highway Department.

SNOW MEETING

During the last month's heavy snowfall severe difficulties in keeping the Route 1 and 9 truck route between Jersey City and Elizabeth open were encountered. The difficulties were not in the physical action of removing the snow but were the result of trucks and other vehicles becoming stuck and being deserted on the highway.

In an attempt to prevent similar tie-ups in the future, the Department has suggested legislation as an aid towards keeping our highways cleared of deserted and inadequately equipped cars and trucks largely responsible for our traffic tie-ups during storm periods. The Department is also asking road police and traffic representatives from all municipalities on this stretch of the route to meet with us in an effort to work out coordinated operation plans that would be mutually beneficial in keeping traffic moving both on the state highway and intersecting arteries.

The meeting will be held on Wednesday, January 25, at 9:30 a.m. in our Newark office building at the junction of Routes 1 and 21 in Newark. In addition to the mayors, engineers and police authorities of the municipalities involved, letters of invitation

SNOW MEETING, cont'd.

have also been sent to the Director of the State Division of Motor Vehicles, Executive Director of the New Jersey Motor Truck Association, Director of Tunnels and Bridges for the Port of New York Authority, Superintendent of the New Jersey Division of State Police and Executive Director of the New Jersey Turnpike Authority.

BLOOD BANK

As part of its overall health and safety program for Highway Department personnel employed in the main office building and Fernwood garage, the Department has, for the past several years, maintained an active blood bank. At the present time membership in the program totals 250 individuals, and on occasions the demands against the bank are in excess of its supply.

In order to stimulate participation among headquarter's employees and also to expand its operation to other areas of the State where a sizeable number of employees are grouped at one location, our Personnel Division's Safety Bureau has compiled and issued a new booklet that will be distributed widely among Department employees. A copy of the booklet, which explains fully all pertinent points of information concerning the program, is included in this report.

ROUTE 21 FREEWAY

On December 20 the Commissioner, the State Highway Engineer and engineering representatives of the Department conducted a full-scale review of all facets of the Department's planning to date with regard to extension of the Route 21 Freeway north of Route 3 in Passaic County.

The review was conducted principally for the benefit of public officials interested in the route's alignment possibilities and how they might affect Passaic. Attending the session were Passaic County Senator Anthony Grossi, and Assemblyman Joseph Keegan, Mayor Paul Demuro, Commissioners John Sullivan and David Kaplan, City Engineer Ralph Sandor, two representatives of the area's Route 21 Committee, and Mr. Cowles Andres, President of the New Jersey Bank and Trust Company and the press.

Maps that were displayed and figures that were presented along with advantages and disadvantages of each of the alignments that were described at the session were subsequently covered in full detail by the Passaic Herald News.

As a follow up, a representative of the Department conducted a similar review before a joint meeting of service groups at Passaic on January 10. Again detailed coverage by the press resulted, and we feel that the public of that area is now well acquainted with all of the ramifications involved in the development of the final alignment, which has not yet been set.

CONSTRUCTION RESULTS

During the past month there were several tangible results of the Department's active construction program evidenced in various portions of the State. Among them were:

Route 17 - This month our contract for closing 31 center island openings along a 3.3 mile stretch of Route 17 was virtually completed. The project extended from Lake Street in Ramsey to Ridgewald Avenue in Upper Saddle River, both in Bergen County. Work on this 100 per cent state financed project was part of an overall program for modernizing Route 17 that, within the past five years, has resulted in improvements to the Route that totaled more than \$6 million.

Route 202 - Another significant improvement project completed during the past month was the planting of thousands of shrubs in the center island of Route 202 between Flemington and Somerville in order to cut headlight glare and prevent cars from illegally crossing the center island. Most of the 16,525 feet of shrubbery barriers are spotted along the crests of hills with other plantings in the contract spotted at key locations that will prevent motorists from taking illegal short cuts across the center island instead of using several jughandle turning facilities.

Route 1 & 18 Interchange - Largest of the projects completed during the past month was the new \$2,700,000 interchange system that replaced the former revamped traffic circle at the intersection of Route U. S. 1 and New Jersey Route 18. With all

CONSTRUCTION RESULTS, cont'd.

Route 1 & 18 Interchange, cont'd. - access ramps and overpasses completed the traffic facility has done away with one of the State's busiest at-grade intersections. Further details on this project, which was begun in March of 1959, are included elsewhere in this report.

Route U. S. 130 - Another extensive safety improvement project completed during the past month involved an 8-mile section of Route 130 in Burlington County. This \$1 million project financed entirely by State funds consisted of constructing 25 new jughandles and closing all center island openings in the Route within Cinnamonson Township, Delran, Delanco and Willingboro Townships, and Edgewater Park, except for a one-mile gap on Rancocas Creek that will be the subject of future improvements. The project was begun in October 1959.

Interstate Route 78 - As the result of expedited construction of our Route 78 paving project in the vicinity of Jugtown Mountain, a temporary connection of a completed portion of the Route with Route 22 at Bloomsbury was eliminated. Although an overpass of Route 22 had been built as part of the project that put Route 78 into service between Still Valley and Bloomsbury, the completion of ramp construction that makes the overpass serviceable was necessarily a part of the Jugtown Mountain section contract. With these new ramps and the overpass in operation a temporary traffic signal that had been functioning since the new freeway section was opened a year ago is now eliminated.

INTERSTATE ROUTE 95

During the past month the Department received bids and put under construction its largest single construction contract (dollarwise) to date. This nearly \$11 million project encompasses the complete construction of the huge Interstate Route 95 interchange with Routes 1, 9 and 46 just west of the George Washington Bridge in Fort Lee.

The huge facility will be over 3,200 feet in length and vary from 300 to 750 feet in width. It will carry 20 traffic lanes on eight separate roadways and service both decks of the George Washington Bridge.

The traffic facility, planned to ultimately carry up to 172,600 free-moving vehicles a day will be needed in mid-1962 to handle the greatly increased traffic that will use the bridge when its second deck is completed.

Also during the past month the Department advertised for bids, to be received January 26, for construction of a 1,457 foot long 10-lane viaduct that will straddle the Englewood-Leonia boundary line from Grand Avenue westerly to half way between the Erie Railroad and Overpect Creek.

The Department now has eight major Bergen-Passaic Expressway (Interstate Routes 80 and 95) projects totaling \$34.5 million underway.

INTERSTATE ROUTE 95, cont'd.

In Fort Lee, adjacent to the George Washington Bridge, construction on a \$10,900,000 interchange of Routes 95, 4, 1, 9 and 46 was put under contract last month.

In Leonia, under a \$1.5 million contract, overpasses are being constructed at Broad Avenue and Grand Avenue, and a flume to divert Flat Rock Brook.

Between the Erie Railroad and Teaneck Creek 4 million feet of vertical sand drain columns, costing \$6.7 million, are being installed to stabilize meadow areas to receive Route 95 roadway embankments.

Between Teaneck Creek and Teaneck Road 1,300,000 cubic yards of unsuitable material in the roadway area are being removed at a cost of \$837,000. A building demolition project between Teaneck Road and Railroad Avenue in Ridgefield Park is nearing completion.

Another project calls for grading a 2.4 mile section of Route 95 between Route 4 in Fort Lee and Teaneck Road. Work on this \$7.9 million project began late in November.

A \$2.7 million project, for building the substructure for an 1,800 foot 10-lane Interstate Route 80 bridge over the Hackensack River in Bergen County, will get underway this month.

INTERSTATE ROUTE 95, cont'd.

At Teterboro a \$932,393 project to stabilize marshland adjacent to the Erie Railroad and Green Street in order to support future earth embankments that will carry the Expressway over the local facilities went under contract last month.

In the Paterson section of the Expressway a multi-lane 730-foot long \$2.7 million bridge over the Passaic River between Paterson is nearing completion.

ROUTE U. S. 22

As the latest step in its overall Route U.S. 22 improvement program the Department has advertised for bids for construction of a new overpass that will carry Mountain Avenue over Route 22 in Bridgewater Township and Bound Brook, Somerset County. The overpass construction will include a system of interchange ramps that will provide for all conventional movements between Mountain Avenue and Route 22.

As part of the project a 3,000 foot section of the highway centered on the overpass will be widened and resurfaced and a concrete center barrier installed. Competitive bids will be received on January 19 for the work.

ROUTE 54

A 10.8-mile section of Route 54, between Hammonton and Route 40 in Atlantic County, will be greatly improved under a \$1,238,911

ROUTE 54, cont'd.

contract that was awarded by the Department on December 28. When completed the entire stretch will consist of a 2-lane highway surfaced with bituminous concrete. The present facility, although two lanes wide, consists only of bituminous treated gravel. Included in the work will be construction of a modern cloverleaf interchange at Route 322. This 100 per cent State financed project is to be completed next December.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Dec. 14 - Attended and addressed the annual meeting of the New Jersey Citizens Highway Committee at the Nassau Inn, Princeton.

Met with the Governor's counsel and representatives of the Public Utilities Commission and the Association of Railroads for discussion concerned with legislation then proposed (A-25, S-254, S-255, S-256, S-263) relative to railroads.

Dec. 15 - Mayor Demarest and other Hackensack officials met with us for review of plans for ingress and egress points between Interstate Route 80 and the Hackensack business community.

Dec. 16 - Met with several railroad labor representatives for discussion of NYS&W railroad affairs and their effect on employment.

Afternoon meeting with Departmental engineers and consultants re Route 21 Freeway planning.

Dec. 19 - Attended signing of Bill A-667 in Governor's office which enabled the Department to transfer air rights

MEETINGS, cont'd.

Dec. 19 - over highways to municipalities and entered into such an agreement with Union City.

That afternoon met with Federal Bureau of Public Roads officials from their district headquarters in Albany for discussion of several matters of interest.

Dec. 20 - Conducted engineering review of our proposals re Route 21 Freeway. It was attended by Senator Grossi and other representatives of the City of Passaic and Passaic County.

Dec. 21 - Children's Christmas Party.

Dec. 27 - Participated in ceremonies marking the Governor's signing of legislative bills A-25, S-254, S-255, S-256 and S-263 pertaining to railroad transportation.

Dec. 28 - Presentation of the Department's fiscal 1962 budget proposals to the budget director.

Dec. 29 - Review of municipal aid program with representatives of staff.

Met with Newark municipal and business leaders in the Essex Club for discussion of rail and highway matters affecting the Newark area.

MEETINGS, cont'd.

Jan. 4 - Visited by Senator Dumont re matters concerning Warren County.

Jan. 5 - Met in New York with Mr. Perry Shoemaker, Chairman of the Erie Railroad and Mr. Earl Moore, President of the Central Railroad of New Jersey for discussion of matters affecting the rail industry as a whole.

Met with Port of New York Authority and New Jersey Turnpike Authority officials re matters affecting the metropolitan area.

Jan. 9 - Visited by representatives of the Executive Committee of the New Jersey Freeholders Association for discussion of ways and means of counties obtaining additional state aid funds.

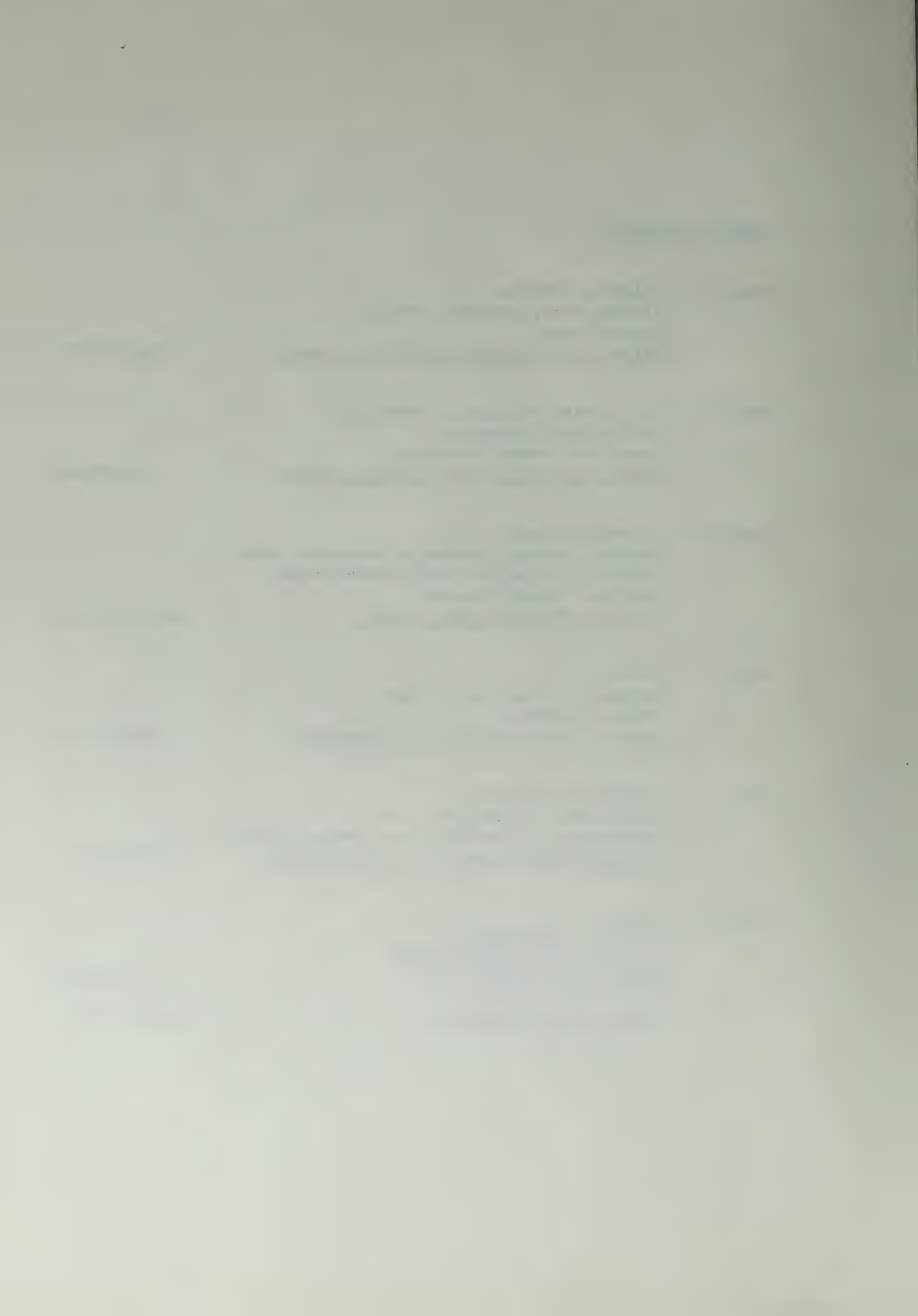
Meeting with Mayor Holland of Trenton re traffic access to state buildings.

Met with various labor and management representatives concerned with the New York Harbor ferry strike.

Jan. 10 - Attended services re opening of the Legislature and joint legislative session.

CONTRACTS AWARDED

Dec. 20 -	Columbia Turnpike Florham Park, Hanover Township Morris County. <u>Union Building & Constn. Corp., Passaic</u>	\$346,408.70
Dec. 23 -	N. J. State College at Montclair Parking Lot Enlargement Essex and Passaic Counties. <u>Union Building & Constn. Corp., Passaic</u>	11,227.00
Dec. 23 -	Interstate Route 95 Grading, Paving, Bridges & Incidental Work Teaneck & Ridgefield Park Townships and Fort Lee, Bergen County. <u>Geo. M. Brewster & Son, Bogota</u>	10,957,307.65
Dec. 28 -	Route 54 Paving, Drainage and Culvert Atlantic County. <u>Bancheri Construction Co., Hammonton</u>	1,238,911.76
Jan. 4 -	Interstate Route 80 Foundations and Substructure Hackensack & Ridgefield Park, Bergen County. <u>Conduit & Foundation Corp., Philadelphia</u>	2,698,035.00
Jan. 4 --	Route 47 Drainage Improvement Vineland, Cumberland County. <u>Sheer Bros., Salem</u>	<u>99,193.55</u>
	<u>Total Contracts Awarded</u>	\$ 15,351,083.66



BIDS RECEIVED

Dec. 14 -	N. J. State College at Montclair Parking Lot Enlargement Grading and Paving <u>Union Bldg. & Constn. Corp., Passaic</u>	\$11,227.00
Dec. 15 -	Interstate Route 95 Grading, Paving and Bridges Townships of Teaneck and Ridgefield Park and Fort Lee, Bergen County. <u>Geo. M. Brewster & Son, Bogota</u>	10,957,307.65
Dec. 22 -	Route 54 Paving, Drainage and Culvert Hammonton, Folsom, Buena and Buena Vista Township, Atlantic County. <u>Bancheri Construction Co., Hammonton</u>	1,238,911.76
Dec. 29 -	Route 47 Drainage Improvement Vineland, Cumberland County. <u>Sheer Bros., Salem</u>	<u>99,193.55</u>
	<u>Total Bids Received</u>	\$ 12,306,639.96

BIDS TO BE RECEIVED

- Jan. 19 - Route U.S. 22
Mountain Avenue Overpass
Bound Brook and Bridgewater Township
Somerset County.
- Jan. 19 - Route U. S. 130
Electrical Installations
Edgewater Park, Levittown, Burlington and
Pennsauken Townships
Burlington and Camden Counties.
- Jan. 26 - Interstate Route 95
Construction of Overpass Viaduct
Northern Railroad of N. J. to Grand Avenue
Englewood and Leonia, Bergen County.

**BLOOD
BANK
PROGRAM**



NEW JERSEY STATE HIGHWAY DEPARTMENT

INTRODUCTION

The following information has been prepared in order to describe in some detail salient features of the Blood Bank Program now in operation at the State Highway Department.

It is not only suggested, but strongly urged, that you read this brochure and that you give it your earnest consideration and reflection.

It has the hearty approval and endorsement of the State Highway Commissioner who, from its very inception, has lent his support and given his encouragement to its development.

BLOOD BANK PROGRAM COMMITTEE

SIGNIFICANCE OF BLOOD BANK

For some years now, it has become increasingly evident that the availability of suitable blood banks is a necessity in our society. Their value in saving lives has been demonstrated so often that it hardly needs mentioning. Medical authorities, the world over, recognize their inestimable value in countless operations and in certain illnesses where a fresh supply of blood is the only way to recovery. Indeed, in times of disaster, the blood bank often becomes our greatest benefactor.

The State Highway Department, through its Blood Bank Committee, is fully aware of the need for establishing a suitable blood bank for its employees and, while it is true that the Department does maintain a blood facility in Trenton, it is felt that this is something less than satisfactory, both for our immediate and for our future needs. This situation may be due to a certain amount of apathy on the part of our employees, or to the fact that many of them are not aware that a blood bank program is in operation. Indeed, if they are aware of it, it is altogether possible that they are not sufficiently informed of the nature and scope of the present blood bank facility.

OBJECTIVES

In order to implement this program, the Blood Bank Committee is endeavoring, by personal contact and through the medium of this brochure, to reach as many employees as possible, so as to acquaint them with the advantages of joining such a plan so that we may eventually have complete participation by employees.

OPERATION AND ADMINISTRATION OF BLOOD BANK

A committee of volunteer employees of the State Highway Department, together with 2 registered nurses on duty with the Department, administers the affairs of the blood bank in the following manner:

1. Maintains record of active and inactive members.
2. Schedules and maintains record of donors and dates of their blood contributions.
 - a. Selection of blood donors is done by the Committee on a rotational basis, by name in alphabetical order. It is the opinion of the Committee that no active member need be called on to donate more than once a year.
3. Schedules and assists in conducting the operation of mass blood contribution programs, when large groups of our members report at the Department dispensary for these contributions.
4. Keeps record of requests for blood and names of recipients, together with quantity of blood on hand.
5. Makes decisions on the granting of blood upon requests of members or their immediate families.
6. Makes necessary arrangements with participating hospital for scheduling of forthcoming blood contributions.

7. Provides participating hospital necessary information when blood is to be transferred to some other hospital.

ELIGIBILITY FOR MEMBERSHIP

Any permanent employee of the State Highway Department, male or female, regardless of age or physical condition, may become a member, provided that he or she agrees to comply with any of the following conditions:

1. Personally donate blood.
2. Secure a substitute donor.
3. Secure the services of a paid donor.
 - a. At the present time several professional donor services are in operation in this area which may be obtained at a nominal fee. (If this service is desired, contact nurse or bank chairman for details).

ACTIVE MEMBERSHIP

An employee is considered an active member of the blood bank when;

1. His completed application is received by the Committee and entered into the records.
2. A 30 day waiting period is completed and a pint of blood is donated.
3. Donate at least one pint of blood per year or as called upon on a rotation system.

The employee continues to remain active so long as he or she abides by all the conditions set forth. *FAILURE TO COMPLY WITH THE CONDITIONS RENDERS A MEMBER INACTIVE.*

REINSTATEMENT OF INACTIVE MEMBER

The fact that a member has been declared inactive by the Committee in no way implies that this status need remain a permanent one. Indeed, the member has only to signify his intention to donate blood and, subsequently, by so doing, he once again becomes an active member in good standing. If, however, a request for blood is made by an inactive member when someone in his immediate family is in need of blood, then that inactive member must furnish one pint of blood, plus the amount of blood needed by the ailing member of the family before reinstatement as an active member can be made.

IMMEDIATE FAMILY

The term "Immediate Family" is considered to cover the following situations:

1. Wife or child (or children), brothers or sisters (18 years or under), parent or parents living in same household with blood bank member.
2. Any parent brothers or sisters (18 years old or under) of any unmarried member living in same household with that member.

3. Parents of any married or unmarried member, regardless of whether or not the parents are living with that member.
4. Dependent children (18 years old or under) not living in same household as blood bank member.
5. Special situations, not covered by the above, but considered worthy of consideration by the Committee, will be treated accordingly.

REQUEST FOR BLOOD DONATION

Any member, requesting blood for himself or a member or members of his immediate family, should first call the New Jersey State Highway Department Dispensary. When all the necessary information is obtained and it has been determined that the employee is an active member of the blood bank, all arrangements will be made with the participating hospital, so that whatever blood is needed will be obtained as quickly as possible.

COST OF OBTAINING BLOOD

It might be brought to the attention of the employees that should they be in need of blood and are not members of any participating blood donor bank, the cost of blood would be anywhere from \$25.00-up per pint payable to the hospitals. As participating members, the only cost to active members is when the recipient of the blood is in a hospital other than the blood bank hospital with which we are associated. The cost then would be \$3.00 per pint for transfer fees to any other than the participating hospital.

APPREHENSION ON THE PART OF THE EMPLOYEE

The Committee feels that there may be some few of our employees who, through fear or apprehension, hesitate to give blood, thinking that perhaps there may be some pain or discomfort involved in the process, and that there may be some lasting, or harmful effects after blood has been given. The Committee can, with positive assurance, and substantiated by competent medical authority, state that the process is a painless one and that there are no lasting or harmful effects from the blood letting technique. Indeed, to guard against this possibility, the prospective blood donor will undergo a preliminary examination by a physician or registered nurse immediately before blood is given. The result of this examination will then determine whether or not the prospective donor can, at least at that time, donate blood.

COMMENTS

This plan, by its very nature, causes the Committee to feel reasonably hopeful that the blood bank program will meet with the hearty response it deserves. The Committee, therefore, suggests that an application blank be filled out and signed by any new applicant, whereupon it can be given or sent through the mail, to any one of the Committee members whose names appear on the following page of this brochure.

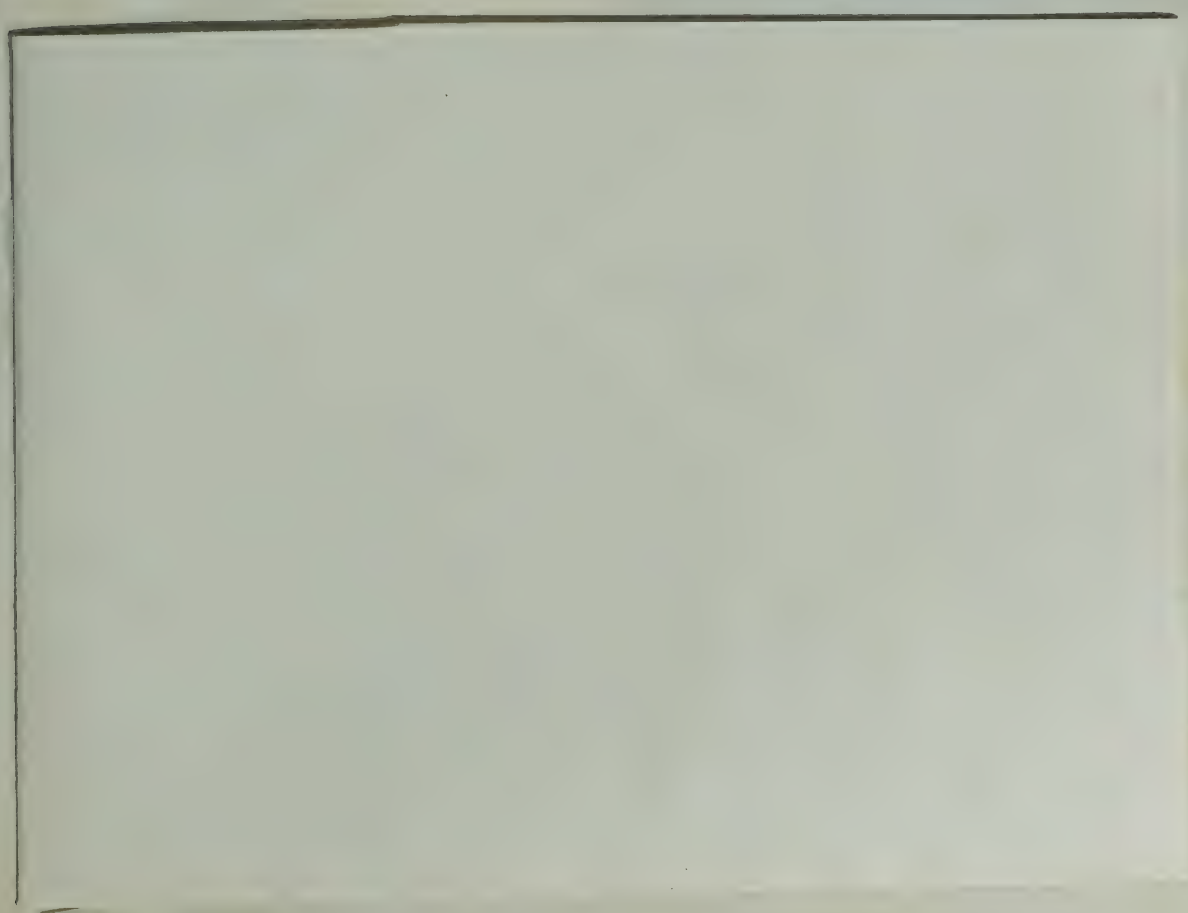
The following expression, now a well known cliché, may bear repeating: "*The life you save may be your own*". It may also be your fellow worker's.

• • • • •

BLOOD BANK COMMITTEE MEMBERS

Name	Room	Extension
J. G. Archibald	Fernwood	396
Harry Beilinson	109	271
C. J. Doherty	239	321
J. I. Gleckman, <i>Safety Supervisor</i>	136	270
Marie Hagen, <i>Registered Nurse</i>	Dispensary	200
Ethel Keesling	246	319
Anne Meszaros	206	249
J. H. Olivieri, <i>Chairman</i>	337	349
C. R. Pell	203	277
S. H. Pierson	Fernwood	416
J. C. Sorento	344	202
Dorothy E. Wandling	206	249

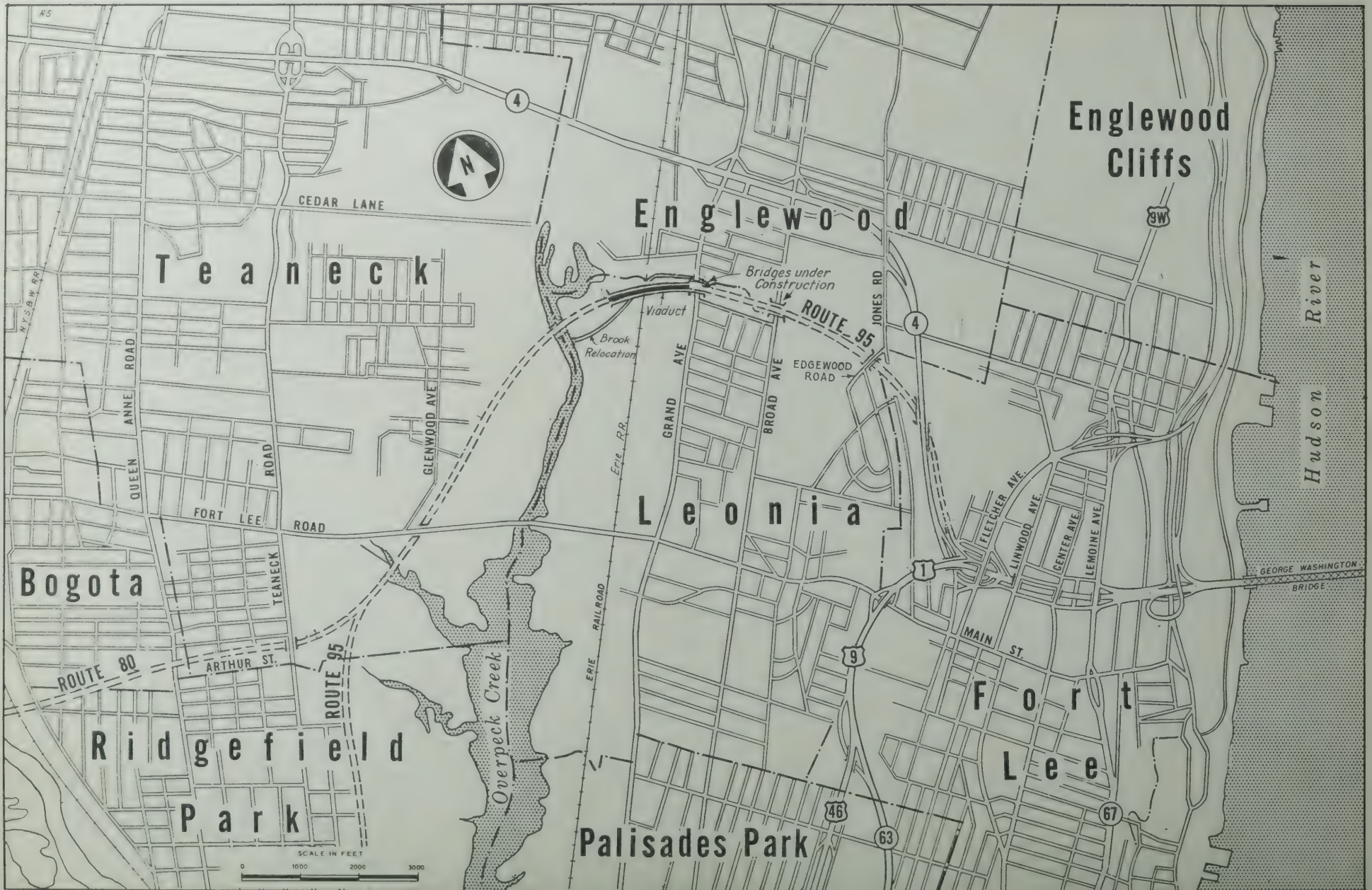






Santa Claus arrives in the State Highway Department cafeteria and is received by the approximately 300 children who attended the Commissioner's annual Christmas Party.





BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1961

INTERSTATE ROUTE 95 - ADV
Viaduct
Bergen County

Trenton, Jan. 5 - Bids on a contract for building another section of Bergen-Passaic Expressway approaches to the George Washington Bridge will be received by the New Jersey State Highway Department January 26.

The new section is a viaduct to be constructed in Bergen County adjoining the Expressway's Grand Avenue overpass and crossing over the Northern Railroad of New Jersey, and relocated Flat Rock Brook. The viaduct will roughly straddle the Englewood-Leonia boundary line.

The structure will be 1,457 feet long, 169 feet wide and carry ten lanes of Route 95 traffic from Grand Avenue westerly to about half-way between the Railroad and Overpeck Creek.

The bridge foundations will be steel piles driven through marshland to bedrock at various depths down to 70 feet. Concrete piers mounted on the piling will support steel girders that in turn will support the bridge deck.

The roadway deck, to be of reinforced concrete nine inches thick, will consist of two five-lane roadways divided by a concrete center barrier 32 inches high. Low concrete islands four feet wide will divide the two inner lanes from the three outer lanes of each roadway.

Safety walks 1.5 feet wide, and parapets will border the outer edges of the roadways.

(more)

1961
INTERSTATE ROUTE 95 - ADV
Viaduct
Bergen County

Also in the proposed project is the final extension of the Flat Rock Brook flume. It is to be constructed under the viaduct just west of the railroad. The 340-foot long extension will be added to the westerly end of a flume now being constructed under a separate contract to carry Flat Rock Brook from Grand Avenue along the northern edge of the superhighway.

The project to be bid on January 26 is to be completed by June 1, 1962.

The Highway Department now has eight major Bergen-Passaic Expressway projects, totaling \$34.5 million, underway.

In Fort Lee, adjacent to the George Washington Bridge, construction on a \$10,900,000 interchange of Routes 95, 4, 1, 9 and 46 was put under contract last month.

In Leonia, under a \$1.5 million contract, overpasses are being constructed at Broad Avenue and Grand Avenue, and a flume to divert Flat Rock Brook.

Between the Erie Railroad and Teaneck Creek 4 million feet of vertical sand drain columns, costing \$6.7 million, are being installed to stabilize meadow areas to receive Route 95 roadway embankments.

Between Teaneck Creek and Teaneck Road 1,300,000 cubic yards of unsuitable material in the roadway area are being removed at a cost of \$837,000. A building demolition project between Teaneck Road and Railroad Avenue in Ridgely Park is nearing completion.

Another project calls for grading a 2.4 mile section of Route 95 between Route 4 in Fort Lee and Teaneck Road. Work on this \$7.9 million project began late in November.

(more)

1961INTERSTATE ROUTE 95 - ADV
Viaduct
Bergen County

A \$2.7 million project, for building the substructure for an 1,800-foot long 10-lane Interstate Route 80 bridge over the Hackensack River in Bergen County, will get underway this month.

At Teterboro a \$932,393 project to stabilize marshland adjacent to the Erie Railroad and Green Street in order to support future earth embankments that will carry the Expressway over the local facilities went under contract last month.

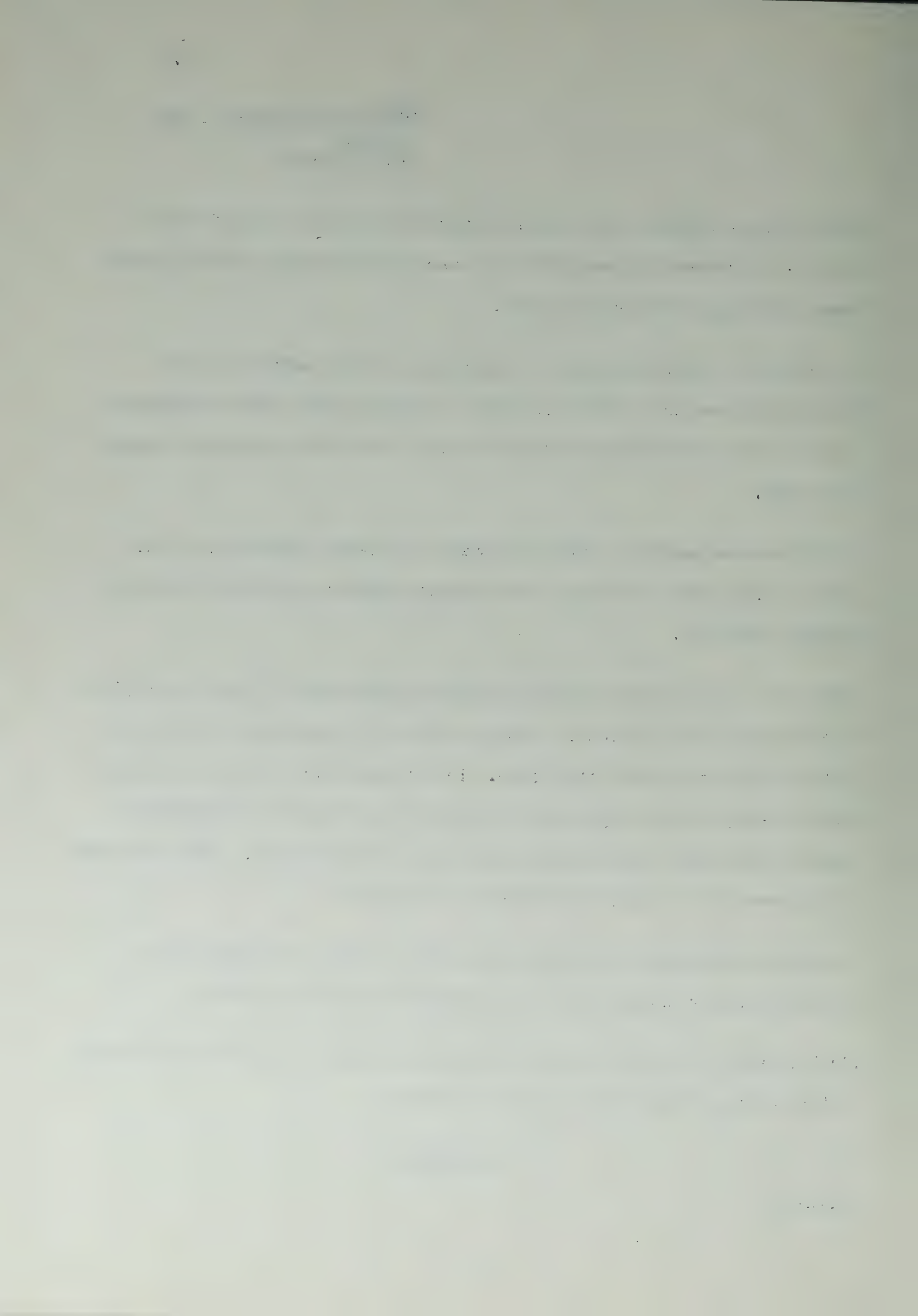
In the Paterson section of the Expressway a multi-lane 730-foot long \$2.7 million bridge over the Passaic River between Paterson and East Paterson is nearing completion.

Total cost of the overall George Washington Bridge-Route 17 six-mile project is estimated at \$65 million for those portions of Interstate Routes 95 and 80 that will connect with the bridge. Both freeways are part of the Bergen-Passaic Expressway and come under the 41,000 mile network of Interstate routes linking major metropolitan areas in the United States. Ninety per cent of all costs will be paid by the Federal Government.

The Highway Department's scheduled completion of the entire Route 17 to George Washington Bridge project is planned for mid or late 1962.

All bids will be reviewed by the State Highway Department and Federal Bureau of Public Roads before the contract is awarded.

#####



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432



RELEASE THURSDAY P.M., JAN. 5

1960

ROUTE 17 - COMPLETION

Island Closings

Bergen County

Trenton, Jan. 5 - The New Jersey State Highway Department announced today that Safety improvements on Route 17 between Lake Street in Ramsey, and Ridgewald Avenue in Upper Saddle River, Bergen County, will be completed early this month.

According to a Highway Department spokesman remaining work consists of painting white traffic lane lines. Painting will be completed as fast as weather permits.

Safety improvements called for under the \$82,000 contract required that 31 center island openings along the 3.3-mile length of the project be closed to prevent unprotected left turn and "U" turns. Such cross-traffic turns now can be made only at Lake Street, Ramsey, Allendale and Pleasant Avenues in Saddle River.

At Lake Street and Allendale Avenue the existing traffic signal-controlled intersections were extensively revised to provide greater safety, and completely resurfaced with bituminous concrete.

Work on this 100 per cent State financed project was part of an overall program for modernizing Route 17 that, within the past five years, has resulted in State Highway Department improvements to the route totaling more than \$6 million.

The most recent of these improvements, a new overpass at Century Road, Paramus, was fully opened to traffic last summer at a cost of more than half a million dollars.

(more)

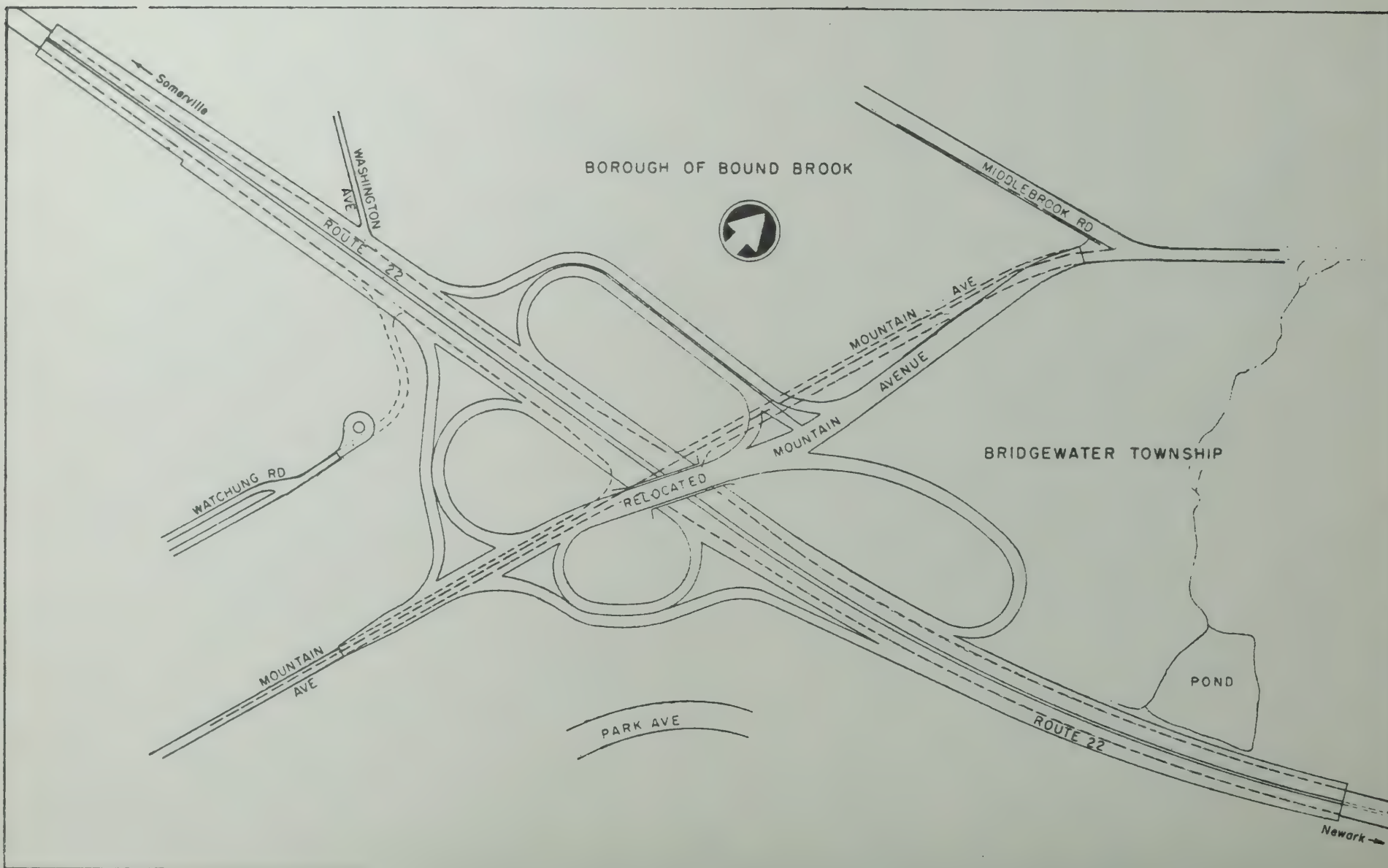
1960
ROUTE 17 - COMPLETION
Island Closings
Bergen County

Construction plans for an overpass for Ridgewood Avenue and nearby center island closings in Paramus are in the final stages of completion and should be advertised for bids in the near future. When this project is finished no unprotected center island openings will exist between Route 46 and the New York State line, a distance of 18.5 miles.

The Department's 1961 program calls for constructing an overpass at Linwood Avenue in Paramus.

#####

60-N-49M



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE THURS. P.M., DEC. 29



1960

ROUTE 22 - MOUNTAIN AVENUE
OVERPASS

Bound Brook & Bridgewater Twp.
Somerset County.

Trenton, Dec. 29 - The New Jersey State Highway Department will receive sealed competitive bids January 19 for construction of a new overpass to carry Mountain Avenue over Route U.S. 22 in Bridgewater Township and Bound Brook, Somerset County.

Highway Department plans call for constructing six safety and convenience facilities within the limits of the project area which extends approximately 3,000 feet along Route 22 centered on Mountain Avenue.

The facilities include an overpass bridge to carry Mountain Avenue traffic over Route 22; a system of interchange traffic ramps to connect Mountain Avenue and the route's future acceleration and deceleration lanes; two additional Route 22 through-traffic lanes; resurfacing the entire highway and constructing a continuous center barrier on Route 22 within the limits of the project.

The Mountain Avenue overpass has been planned to carry four lanes of traffic on a reinforced concrete roadway 46 feet wide. Concrete sidewalks, each six feet wide, will flank the roadway along the 232-foot long bridge structure.

In order to construct the new overpass and ramp system without interruption to Mountain Avenue traffic flow the overpass will be angled so that its northern approach will lie approximately 50 feet east of existing Mountain Avenue alignment.

The traffic interchange will consist of seven ramps designed to permit all normal traffic movements between Mountain Avenue and Route 22. The interchange ramps leading to and from the highway will merge with new Route 22 acceleration and deceleration lanes that will permit traffic to move in and out of the main flow of through traffic.

(more)

1960
ROUTE 22 MOUNTAIN AVENUE OVERPASS.

For added safety and convenience on Route 22 in this heavily traveled area the Highway Department has included in its plans two additional traffic lanes to be constructed between the outer edges of the existing four-lane highway and the acceleration-deceleration lanes.

To prevent head-on collisions between eastbound and westbound Route 22 traffic the Department will replace the present flat and narrow center island with a continuous concrete center barrier 32 inches high.

The final step in the improvement project will see the widened highway completely resurfaced with a three-inch thick layer of skid-resistant bituminous concrete.

Highway Department specifications allow 240 working days for completion of the project. All costs will be shared equally by State and Federal Governments.

The Mountain Avenue project is one of a series aimed at increasing the safety of this heavily traveled highway which carries a large percentage of all heavy trucking that crosses the state to and from the New York-New Jersey metropolitan area. A similar project, now in the planning stage, is scheduled for the Liberty Avenue viaduct in Hillside, Union County.

Other Route 22 safety moves by the Highway Department have included the reduction of truck speed limits to 45 mph between the Somerville traffic circle east to the route's junction with U.S. 1 in Newark; the elimination of nearly all at-grade intersections through the construction of overpasses, reconstruction and resurfacing of portions of the highway, and introduction of approximately 11 miles of continuous concrete center barrier to prevent head-on collisions between vehicles traveling in opposing directions.

The Department's plans call for continuing the barrier's extension another 5 miles westerly from its present terminal point at Washington Avenue, Greenbrook Township, to Thompson Avenue, Bridgewater Township, where a wide center island exists, before next July.

####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960

N.J. ROUTE 47 -- BIDS

Vineland, Cumberland County

Trenton, Dec. 29 - A bid of \$99,193.55 submitted by Sheer Bros. Inc., of Salem, was the lowest of 3 received today on a contract for installing a storm drain system along Route 47 in Vineland, Cumberland County.

Other bidders on the contract were: D'Annunzio Bros. Inc., Scotch Plains, \$118,050.15; Edward P. Campanella, Inc., Hammonton, \$144,744.20.

Limits of the 100% State financed project extend from a point approximately 1,000 feet south of Grant Avenue northward for 4,887 feet to Parvins Branch.

Highway Department plans call for constructing 14 cross drains under Route 47, and a mile-long drainage pipe line to be placed under the west shoulder of the highway. The entire drainage system will eliminate flooding conditions that occasionally occur during rain and snow storms by drawing off surface water through the cross drains which will connect to the main pipe line. The pipe line will empty the collected water into Parvins Branch.

The cross drains, consisting of 15" diameter concrete pipes, will be constructed at selected low points along the Route and connect with inlets to be constructed along the east and west shoulders of the highway. Department plans place the cross drains at depths ranging from four to six feet beneath the nine-inch thick concrete roadway pavement.

The main drainage pipe line will gradually increase in size as it progressively connects to more cross drains, and will slope downward from a depth of approximately four feet near Grant Avenue to a depth of 12 feet near Parvins Branch.

(more)

10-11-1944
10-11-1944
10-11-1944

10-11-1944

The first part of the report deals with the general situation in the country. It is noted that the situation is generally stable, but there are some local disturbances. The second part of the report deals with the economic situation. It is noted that the economy is generally stable, but there are some local disturbances. The third part of the report deals with the social situation. It is noted that the social situation is generally stable, but there are some local disturbances. The fourth part of the report deals with the political situation. It is noted that the political situation is generally stable, but there are some local disturbances. The fifth part of the report deals with the military situation. It is noted that the military situation is generally stable, but there are some local disturbances. The sixth part of the report deals with the foreign situation. It is noted that the foreign situation is generally stable, but there are some local disturbances. The seventh part of the report deals with the internal situation. It is noted that the internal situation is generally stable, but there are some local disturbances. The eighth part of the report deals with the future situation. It is noted that the future situation is generally stable, but there are some local disturbances. The ninth part of the report deals with the conclusion. It is noted that the conclusion is generally stable, but there are some local disturbances. The tenth part of the report deals with the appendix. It is noted that the appendix is generally stable, but there are some local disturbances.

1960
N.J. ROUTE 47 - BIDS
Vineland, Cumberland County

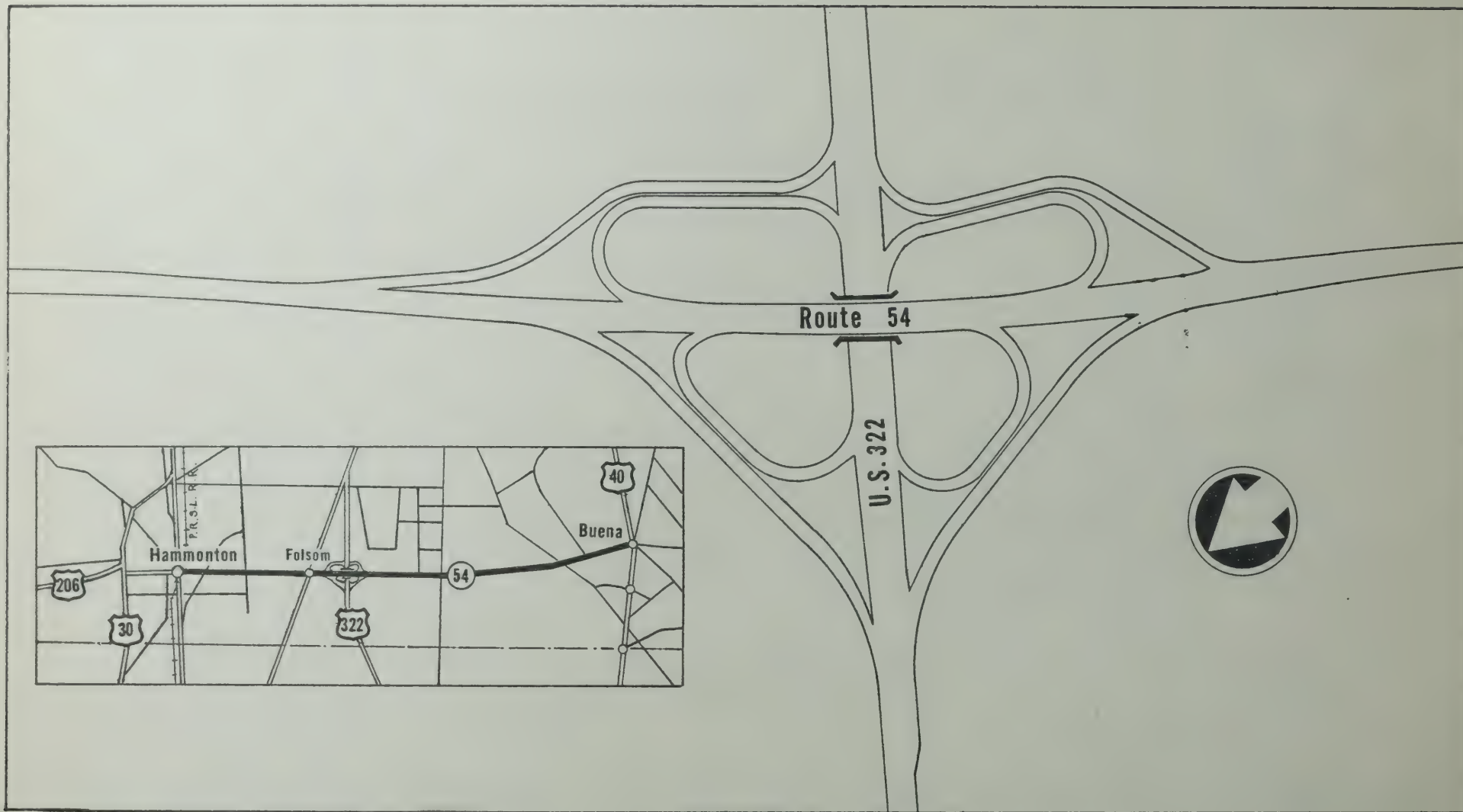
Starting at the southern end of the project, the pipe line will be constructed of 15-inch diameter concrete pipe. In the vicinity of Grant Avenue the pipe will increase to a diameter of 24 inches, and past Grant Avenue to Parvins Branch the pipe will be 48 inches in diameter. The line will cross under Route 47 about 200 feet south of Parvins Branch and will empty into the stream about 40 feet west of the highway.

After the cross drains are installed the trench across the concrete roadway will be resurfaced with reinforced concrete. The mile-long trench, which will be dug along the westerly shoulder to receive the main drainage pipe line will be resurfaced with oil treated gravel to restore it to its original condition.

Two directions of traffic on separate traffic lanes will be maintained at the work sites during the construction period which is estimated to require 75 working days. As a safety measure all open trenches will be filled at the end of each working day. Barricades, flares and traffic cones will be placed at working sites when working conditions require precautionary measures.

All bids for the construction contract will be reviewed by State Highway engineers before the contract is awarded.

#####



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1960
ROUTE 54 - BIDS
Atlantic County.

Trenton, Dec. 22 - A bid of \$1,238,911.76 submitted by Bancheri Construction Company, of Hammonton, was the lowest of ten received today by the New Jersey State Highway Department for improving Route 54 in Atlantic County.

The contract covers the 10.8-mile section between Hammonton and Route 40 in Buena, and calls for reconstructing the highway at both ends of the project, building a new section in the middle, and constructing a traffic interchange for Routes 54 and 322.

When completed the entire section of the route will be a two-lane highway with a bituminous concrete riding surface two inches thick supported by a bituminous gravel base course six inches thick and a gravel subbase four inches thick. Its completion is anticipated by next December.

Other bidders on the contract were: Michael J. Stavola, Inc., Red Bank, \$1,286,838.48; South Jersey Construction Co., Riverside, \$1,298,158.36; Public Constructors, Inc., Blackwood, \$1,314,632.64; Union Paving Co., Wynnewood, Penna., \$1,438,990.53; Gaskill Construction Co., Riverside, \$1,450,125.53; S. J. Groves & Sons Co., Woodbridge, \$1,595,522.63; F. A. Canuso & Sons, Philadelphia, \$1,442,550.35; Ole Hansen & Sons, Pleasantville, \$1,492,700.80; Kingston Bituminous Products Co., Kingston, \$1,555,555.55.

Starting at the northern (Hammonton) end of the project a completely reconstructed 34.5-foot wide roadway, approximately 1900 feet long will replace the existing highway between the Pennsylvania Reading Seashore Lines Railroad in Hammonton and First Road. Reconstruction will take place within the existing concrete curbs.

From First Road the reconstructed highway will narrow to 22 feet to a point approximately 1600 feet past Second Road where the completely new highway section will begin.

(more)

Bituminous concrete shoulders, eight feet wide, will border the traffic lanes in this section.

The completely new section will be built on top of a seven-mile unused roadbed that was constructed alongside the present highway between Second Road and Malaga Road in the early 1930's. The new roadway will be flanked by 11-foot bituminous concrete shoulders.

A Highway Department spokesman explained that by building this new section on the unused roadbed, drainage will be substantially improved, a uniformly smooth riding surface will be provided for motorists, and relatively high maintenance costs now necessary to keep up the present highway will be greatly reduced.

When the new seven mile highway section is completed the adjacent old roadway will be covered and graded.

The southern stretch of highway reconstruction, between Malaga Road and Route 40, will provide a new 22-foot wide roadway flanked by 8-foot bituminous concrete shoulders.

The present overpass that takes Route 54 over Route 322 will become part of a cloverleaf interchange designed to make possible all normal traffic movements between both highways.

In the interchange area a concrete barrier 1400 feet long will be constructed in the center of Route 322 to divide its eastbound and westbound roadways.

During construction at least one lane of traffic in each direction will be maintained through all work areas and uniformed traffic directors posted at points where construction equipment crosses active traffic lanes.

Reflector signs, flares, blinker lights and barricades will be in place to warn motorists at night of work areas.

On Route 322 at the interchange construction site no work will be done between noon Friday and noon Monday, or between noon on the day before and after each legal holiday.

All bids will be reviewed by State Highway engineers before the contract is awarded.

#####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1960

ROUTE U.S. 202 - COMPLETION
Hunterdon & Somerset
Counties.

Trenton, Dec. 20 - Thousands of shrubs have been planted by the New Jersey State Highway Department in the center island of Route 202 between Flemington and Somerville to cut headlight glare and prevent cars from illegally crossing the center island.

Completion of the New Jersey State Highway Department project in Hunterdon and Somerset Counties has seen over 6,500 shrubs planted in two lines five feet apart in various sections of the route's 32-foot wide grass center island.

A total of 16,525 feet of shrubbery barrier was planted at a cost of \$16,089.12 under the contract.

Most of the shrubbery barriers are spotted along the crests of hills to reduce headlight glare, but not completely screen the opposing roadway. Other green barricades were planted to prevent motorists from taking illegal short cuts across the center island instead of using safe jug-handle left turn facilities.

According to a Highway Department spokesman in a few years the shrubs will grow together to form a resilient, self-repairing barricade that will cushion the impact of any vehicle that drives into it and prevent it from plowing through onto the opposing roadway.

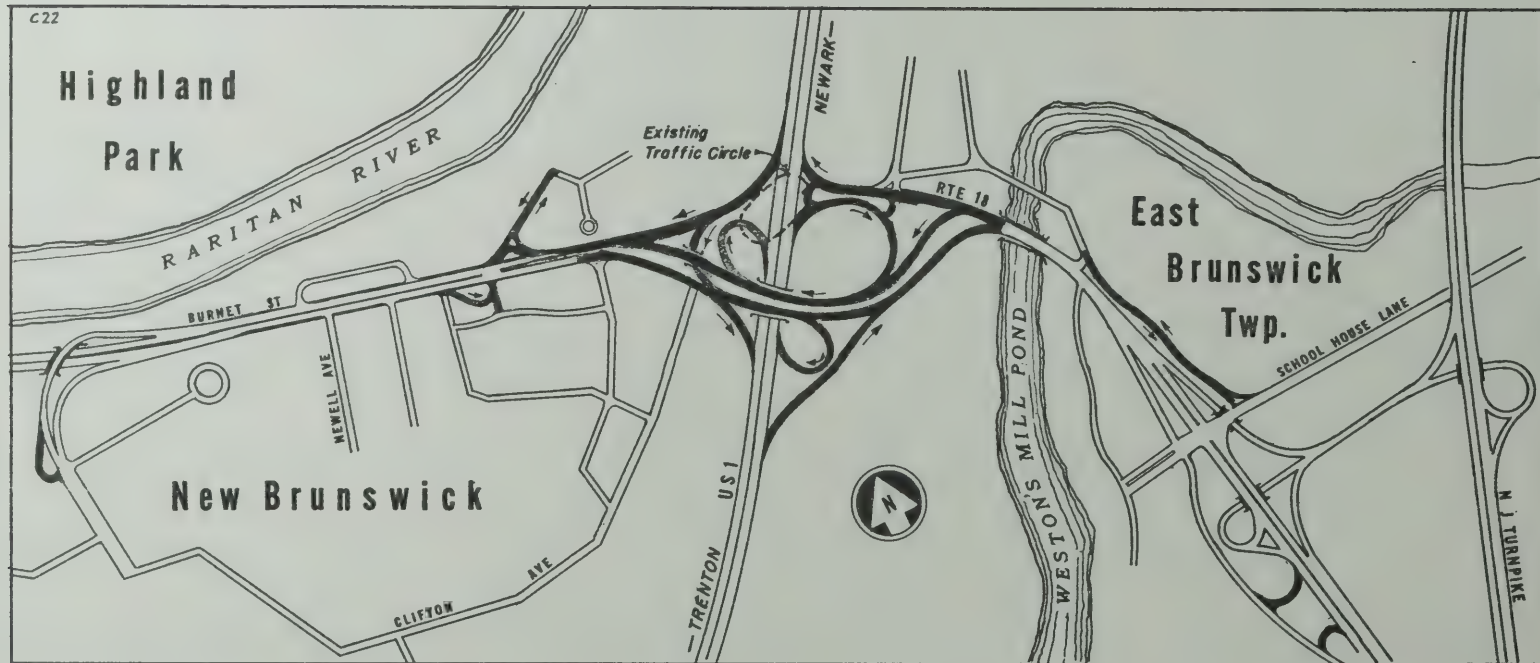
Three types of shrubs make up the sound-absorbing barriers - 1,320 Privet plants, 3,300 Japanese rose bushes and 1,940 Viburnum shrubs. The living barriers will be maintained at a height of four feet.

More than seven miles of Route 202 between the Flemington and Somerville traffic circles (a total distance of 13 miles) were dualized by the State Highway Department by four contracts that totaled more than \$2.8 million during the past two years. Dualization of the remaining 5.7 miles is now underway at a cost of \$2 million with completion expected next fall.

60-N-49L

#####

C22



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

FOR USE ON OR AFTER
SAT., DEC. 17 - P.M.

1960
ROUTES 1-18 INTERCHANGE
COMPLETION - New Brunswick,
Middlesex County.

Trenton, Dec. 17 - The New Jersey State Highway Department estimates that one full week of clear weather and normal temperatures will permit completion of its new Routes 1 and 18 interchange in Middlesex County, just east of New Brunswick.

A Department spokesman reported that remaining work on the new interchange that carries Route 18 over Route 1 consists of paving an access facility for nearby Rutgers Village and commercial establishments, closing of temporary gaps in the new concrete center barrier, top-soiling and planting, and general clean-up.

The new \$2,700,000 interchange was opened to traffic in stages as sections were successively completed. With all main ramps and overpasses completed the traffic facility has done away with one of the State's busiest intersections. The former at-grade Routes 1-18 intersection handled more than 125,000 vehicles a day according to a Department survey - 71,500 on Route 1, and 51,700 on Route 18.

The new interchange is designed to permit all conventional movements between the two heavily traveled routes. Route 18 has been dualized and shifted from its present alignment between Weston's Mill Pond bridge, east of Route 1 and Crest Street, west of Route 1.

The realignment brings Route 18 about 400 feet south of the former traffic circle, where a new overpass has been constructed. The structure accommodates four lanes of traffic and carries Route 18 vehicles over Route 1.

A smaller overpass, constructed west of Route 1 as part of the overall interchange, carries westbound Route 18 traffic over a southbound traffic ramp.

Dualized Route 18 continues beyond Crest Street on the present alignment to where it joins a previously dualized section of the highway west of Newall Avenue.

((more))

1960
ROUTES 1-18 INTERCHANGE
COMPLETION - New Brunswick
Middlesex County.

Openings in the new center separator are located at two points. One opening is just west of the Raritan Gardens Apartment area where two jug-handle left-turn facilities were built on each side of the highway.

The Highway Department also has relocated the main entrance to the apartment house area so that traffic entering or leaving the area would do so at the jug-handle on the north side of the highway.

Another island opening exists opposite the entrance to Gibbons Court, where a single jug-handle was built on the west side of the highway. This facility permits traffic from the east to turn left into the college's dormitory area with greater convenience and safety.

Traffic signal installations at each jug-handle location control vehicular movements.

Another major improvement was the construction of a service road to parallel Route 18 on its north side between the Rutgers Village development and School House Lane.

Traffic of each highway was carried through the construction area at all times during the construction period on existing, new or temporary roadways. Barricades, signs, warning lights and traffic cones were posted where necessary to guide traffic.

The Highway Department's long-range safety and improvement program for Route 1 has closed all center island openings not controlled by traffic signals for 28 miles between Trenton and the Raritan River Bridge just north of the new interchange. Nineteen miles of this portion, from Trenton to Jersey Avenue in New Brunswick, has been widened and resurfaced, concrete center barrier installed and jug-handle turnaround facilities constructed.

(more)

1960
ROUTES 1-18 INTERCHANGE
COMPLETION - New Brunswick
Middlesex County.

A future project, estimated at \$750,000 will improve the highway from the vicinity of Jersey Avenue to the Route 130 circle about two miles to the north.

Portions of the route adjacent to the new \$1.1 million Milltown Road interchange in North Brunswick and the Route 18 interchange also have been improved.

North of the Raritan River Bridge a future \$2 million project for constructing an interchange at Woodbridge Avenue in Edison Township also will close unprotected center island openings northward to Plainfield Avenue.

From Plainfield Avenue to Old Post Road, 17 unprotected island openings were closed and six jughandles constructed under a \$450,000 contract completed in November.

When center island openings between Old Post Road and Amboy Avenue in Edison Township are closed under a future project there will be no unprotected openings in the island between Trenton and the Garden State Parkway, a distance of 3 1/4 miles.

Another future project in Elizabeth, Union County, will see more unprotected island openings filled and jug-handle left-turn facilities constructed.

Another important \$940,000 safety improvement on Truck Route 1 and 9 was completed this month on Raymond Boulevard at the foot of the Pulaski Skyway in Newark. A new "on" ramp leading to the Skyway takes truck traffic over Raymond Boulevard, eliminating the former left-turn across traffic required to reach the old ramp.

The Highway Department's overall program calls for improving Route 1 from Trenton to Newark with all work financed entirely by State funds, or shared by the State and Federal Governments.

#####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960
ROUTE U.S. 130
Burlington County.

Trenton, Dec. 16 - The New Jersey State Highway Department has announced completion of extensive safety improvements along an eight mile section of U.S. 130 in Burlington County.

The \$1 million project, financed entirely by State funds, extended from Cinnaminson Avenue in Cinnaminson Township, through Delran, Delanco and Willingboro Townships, to Coopertown Road in Edgewater Park. The project skipped a one-mile gap centered by Rancocas Creek.

Construction of 25 new jug-handles and turn-around ramps in the project area, underground work for erection of traffic signals, and closing of all island openings not to be served by the new ramps and jug-handles began in October 1959.

Motorists by means of the new ramps and jug-handles, will be able to make fully protected left-turns or "U" turns at the following roads intersecting U.S.130: Cinnaminson Avenue, Highland Avenue, Riverton Road, Wynnwood Road, Andover Road, New Albany Road-Taylor Lane, Haines Mill Road-Chester Avenue, Fairview Street, Creek-Dunk's Ferry Road, Rancocas Road, and Coopertown Road. In addition, a pair of jug-handles will permit "U" turns about midway between Haines Mill and New Albany Roads.

The project is part of the State Highway Department's overall program to improve driving safety and convenience on heavily traveled Route 130.

Another project put under contract this month calls for improving 6.4 miles of the highway between the Airport Circle in Pennsauken Township and Salem Road in Burlington at a cost of \$1.1 million.

(more)

1960
ROUTE U.S. 130
Burlington County.

This project will include construction of 18 jug-handles, closing an estimated 75 openings in the existing center divider, replacing more than 2.5 miles of low center curb with 32" high concrete barrier, and resurfacing nearly three miles of the highway.

Under a separate contract extensive Route 130 improvements are well underway at the Route 73 overpass and interchange in Pennsauken and Cinnaminson Townships.

Future improvements are being planned for a 3,500-foot stretch of Route 130 centered on Federal Street and the Pennsylvania Railroad in Pennsauken Township.

#####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960

INTERSTATE ROUTE 78
Bloomsbury, Hunterdon County

Trenton, Dec. 16 - The New Jersey State Highway Department will effect a major improvement in its Interstate Route 78 and Route U.S. 22 connection at Bloomsbury, Hunterdon County, on Monday, December 19.

As the result of expedited construction a temporary connection with Route 22 at the easterly end of a 4 mile completed Route 78 section will be eliminated and a permanent ramp for eastbound Route 78 traffic put into service. A State Highway Department spokesman said the move will eliminate the need for a temporary traffic signal that has been in operation there since the new freeway section was opened a year ago.

After the new ramp is opened, eastbound Route 78 traffic can proceed across the new overpass that spans Route 22, then turn right onto the new ramp where they can then turn left or right onto Route 22.

The partially completed interchange, designed to fully connect Interstate Route 78 and Route 22, is the dividing point for two construction sections of the Interstate freeway.

The first section was completed in October, 1959, at a cost of \$4.5 million. It extends from Still Valley in Warren County to the interchange area in Bloomsbury.

The second portion, extending from the interchange easterly for 4.9 miles over Jugtown Mountain to Route 22 beyond Pattenburg Road, is now under construction. Two projects were placed under separate contracts to construct this second section of the freeway.

(more)

1960INTERSTATE ROUTE 78

Bloomsbury, Hunterdon County

The first project, a grading operation that included the largest single earth-moving job in the Highway Department's history, has been completed. The second project, a paving operation for the entire stretch was recently begun and included paving the new ramp.

The \$6.5 million grading project called for excavating more than $3\frac{1}{2}$ million cubic yards of rock, shale and earth, preparing the roadbed, constructing five bridges and installing drainage facilities within the 4.9 mile Jugtown Mountain section.

The current \$2,100,000 project calls for paving the same section of the Route, which lies partly in the Borough of Bloomsbury, Bethlehem and Union Townships. Highway Department plans call for two 25-foot (2-lane) reinforced concrete roadways separated by an 84-foot wide grass center island, and outer shoulders 12 feet wide.

On the eastern and western slopes of Jugtown Mountain the center island will narrow to 16 feet for a distance of 17,700 feet to make room for a third inner lane on the uphill stretches of each roadway. These additional lanes will give auto traffic two open lanes while slow truck traffic climbs the outer lane. The eastbound third lane is 9,450 feet long, and the westbound lane is 10,400 feet.

Throughout the area where the center island is narrowed to 16 feet a steel beam guard rail will be erected in the center of the medial strip. This is a safety precaution taken to prevent head-on collisions.

Completion of the paving project, scheduled for December, 1961, will eliminate the need for through heavy trucking and passenger vehicles to climb the steep grades of Route 22 in crossing Jugtown Mountain and then traverse the winding two-lane existing highway section between West Portal and Bloomsbury.

(more)

OF 1902, AND
WATERBURY, CONNECTICUT

1960

INTERSTATE ROUTE 78

Bloomsbury, Hunterdon County

Another 2-mile portion of Interstate 78 was completed near Clinton in 1958 at a cost of \$3.5 million. The 9.3 mile Newark Bay extension of the New Jersey Turnpike, to be utilized as part of the freeway, was completed in 1956.

The freeway will be part of a 41,000 mile nationwide network of Interstate and Defense Freeways that will link 90 percent of this country's largest industrial and population centers.

Interstate Route 78 in New Jersey will extend from the Holland Tunnel to Phillipsburg. Cost of the 68-mile New Jersey portion of the route has been estimated at \$388.5 million. Ninety percent of the Route's costs are to be paid by the Federal Government.

#####

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960

INTERSTATE ROUTE 95 - BIDS
Geo. Washington Bridge
Interchange
Fort Lee, Bergen County

Trenton, Dec. 15 - A bid of \$10,957,307.65 submitted by George M. Brewster & Son, Inc., of Bogota, was the lowest of five received today by the New Jersey State Highway Department for constructing an Interstate Route 95 interchange just west of the George Washington Bridge in Fort Lee, Bergen County.

The interchange is designed to connect both directions of Route 4, Interstate Route 95 and Routes 1, 9 and 46 to both roadway levels of the bridge, and provide local connections to and from Fletcher Avenue, Fort Lee.

The project will set two new State Highway Department records. It will be the largest interchange construction yet undertaken by the Department and, dollarwise, represents its largest single construction contract to date.

Because the interchange does not require reversing directions of traffic, Highway Department engineers say that despite its size the interchange will be easily negotiated by motorists upon its completion.

The traffic facility, planned to ultimately carry up to 172,600 freely moving vehicles a day, will be needed in mid-1962 to handle the greatly increased traffic that will use the bridge when its second deck is completed.

Highway Department plans place the easterly starting point of the multi-lane interchange construction at the Fletcher Avenue bridge in Fort Lee. Its path then sweeps northward for six-tenths of a mile until it crosses Route 4 just south of Jones Road.

The overall interchange is over 3,200 feet in length and varies from 300 feet to 750 feet in width. It will carry 20 traffic lanes on eight separate

(more)

1960INTERSTATE ROUTE 95 - BIDSGeo. Washington Bridge Interchange
Fort Lee, Bergen County

roadways to permit free flow of through-traffic and interchange of traffic from one roadway to another. If all the roadways to be built within the project limits were to be considered as a single continuous lane it would be 1 1/4 miles long.

Plans call for revising Route 4 so that its existing roadway will be used in the future for two-lane eastbound traffic only. It will border the west side of the interchange. A new Route 4 two-lane roadway for westbound traffic will be constructed along the opposite side of the interchange.

The Route 4 roadways will separate at the bridge and merge again about 600 feet past the northern limit of the project near Jones Road.

Two new bridges are planned to carry Route 4 through the interchange area. One structure, located approximately 900 feet north of the existing Fletcher Avenue Bridge, will carry westbound Route 4 over Interstate Route 95 westbound roadways. The second bridge will take eastbound Route 4 traffic over both east and westbound Interstate Route 95 roadways at the project's northern terminus.

Another overpass bridge, 600 feet long, will carry westbound Routes 1, 9 and 46 over six eastbound and westbound connecting ramps, local expressways and through expressways to the bridge approach.

The existing Fletcher Avenue bridge will be extended to 420 feet in length and undergo major reconstruction to allow seven separate roadways containing 17 traffic lanes, plus a single-lane ramp, to pass under it.

Traffic will be maintained on major routes in the interchange work area at all times. For Route 4 motorists a temporary roadway will be constructed to the George Washington Bridge Plaza. Traffic in both directions on Routes 1, 9 and 46 will continue to use the existing bridge on the west side of Fletcher Avenue.

(more)

1960
INTERSTATE ROUTE 95 - BIDS

Throughout the work area barricades, precautionary signs, signal flares and traffic cones will be employed to guide motorists safely through the area. During blasting operations special measures will be taken for the protection of residents and motorists.

The Highway Department's specifications for the overall project require its completion by October 1, 1962. Routes 1, 9 and 46 and Route 4 roadways that will connect directly to the George Washington bridge plaza, must be completed by July 1, 1962.

Other bidders on the contract were: S.J. Groves & Sons Company, Woodbridge, \$11,226,659.64; Yonkers Contracting Company, Yonkers, N.Y., \$11,323,453.61; Johnson, Drake & Piper, Inc., New York City, \$11,802,776.99; Tully & Di Napoli, Inc., Flushing, N.Y., \$13,128,564.44.

The Highway Department has five other Interstate Route 95 projects underway north of the proposed interchange. In Leonia under a \$1.5 million contract overpasses are being constructed at Broad Avenue and Grand Avenue, and a flume to divert Flat Rock Brook.

Between the Erie Railroad and Teaneck Creek 4 million feet of vertical sand drain columns, costing \$6.7 million, are being installed to stabilize meadow areas to receive Route 95 roadway embankments.

Between Teaneck Creek and Teaneck Road 1,300,000 cubic yards of unsuitable material in the roadway area are being removed at a cost of \$827,000. A building demolition project between Teaneck Road and Railroad Avenue in Ridgefield Park is nearing completion.

The most recent large Bergen-Passaic Expressway project calls for grading a 2.4 mile section of Route 95 between Route 4 in Fort Lee and Teaneck Road. Work on this \$7.9 million project began late in November.

(more)

1960
INTERSTATE ROUTE 95 - BIDS

Construction plans for a viaduct to carry the Expressway over the Erie Railroad to the Grand Avenue bridge in Leonia are now in the final stages of completion.

In the Interstate Route 80 section of the Expressway a 730 foot long bridge over the Passaic River between Paterson and East Paterson is nearing completion. Demolition of 40 buildings within the roadway's limits in East Paterson is underway.

A low bid of \$2.7 million for building the substructure for an 1,800-foot long 10-lane Interstate Route 80 bridge over the Hackensack River in Bergen County was received by the Highway Department December 7.

Total cost of the overall George Washington Bridge-Route 17 six-mile project is estimated at \$65 million for those portions of Interstate Routes 95 and 80 that will connect with the bridge. Both freeways are part of the Bergen-Passaic Expressway and come under the 41,000 mile network of Interstate routes linking major metropolitan areas in the United States. Ninety per cent of all costs will be paid by the Federal Government.

All bids will be reviewed by the State Highway Department and Federal Bureau of Public Roads before the contract is awarded.

#####

Construction plans for a viaduct to carry the Expressway over the Erie Railroad to the Grand Avenue bridge in Toledo are for in the final stages of completion.

In the Interstate Route 95 section of the Expressway a 170 foot long bridge over the existing Erie Railroad station and East Toledo is being completed. Completion of the remaining section of the route's route in East Toledo is underway. A low bid of \$2.7 million for building the replacement for an 1,800-foot long 10-lane Interstate Route 95 bridge over the Huron River in Wayne County was received by the Highway Department December 1.

Total cost of the overall Toledo Washington Bridge project is estimated at \$55 million for these portions of Interstate Route 95 and to connect with the bridge. Both bridges are part of the program to improve and carry over the 11,000 mile network of Interstate routes linking major metropolitan areas in the United States. Almost two percent of all costs will be paid by the Federal Government.

All other costs are provided by the State Highway Department and Federal Bureau of Public Works before the contract is awarded.

1962

